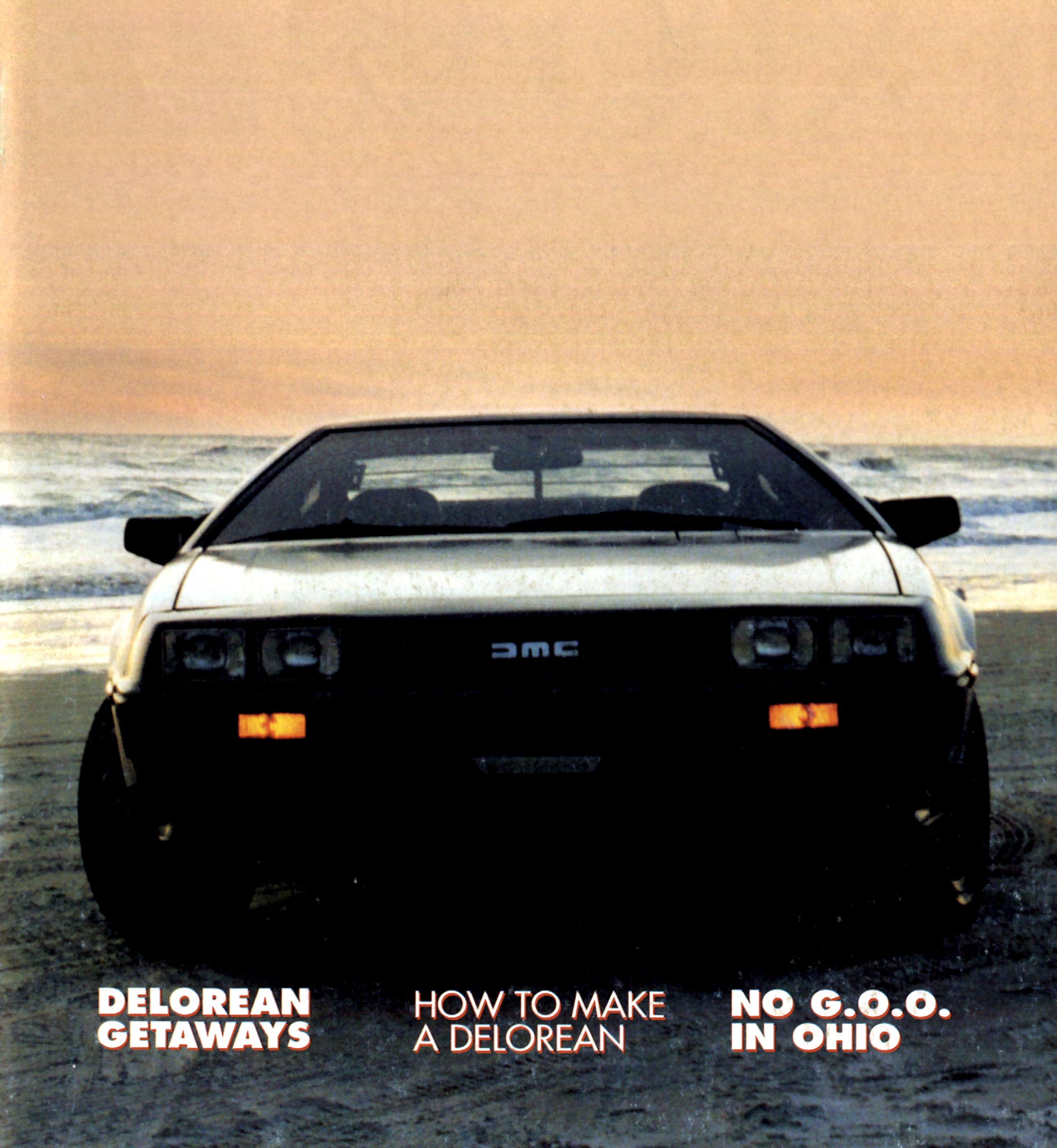
DeLoreanWorld

Published Quarterly by the DeLorean Owners Association Volume 15, Number 2; Summer 1998



DELOREAN GETAWAYS

HOW TO MAKE A DELOREAN

NO G.O.O. IN OHIO

DELOREAN EXPO '98

Photos courtesy of the Los Angeles Convention and Visitors Bureau and Hilton Hotels.

Los Angeles/September 3-6, 1998

DELOREAN WORLD

DeLorean World, Volume 15, Number 2; Summer 1998

ON THE COVER

Photograph: Randy Poynter, Lake Worth, Florida shooting his DeLorean on Daytona Beach

BE FAMOUS!
GET YOUR PHOTO ON THE COVER OF DELOREAN WORLD!

Do you have a particularly nice photo of your car? If you do, send it to us and it may make the cover of DeLorean World. We can use color slides or prints but keep in mind, the magazine is a vertical format. We have received some stunning photos that are horizontal that just don't fit.

Send photos to: David Knudson, Editor
P. O. Box 423, Tujunga, CA 91043

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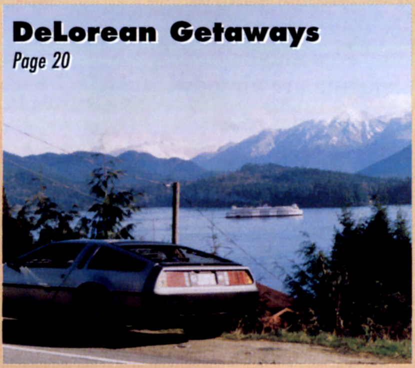

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PRESIDENT'S MESSAGE

By Linda Porter

You can stare at an empty page or computer screen just so long, before you have to put something down and get started. So here goes....

It's spring, and I hope your DeLorean is out of those winter mothballs and getting some fresh air. Those in warmer climes have been driving their cars all winter, or at least between El Nino's storms. But there is nothing like that good old "spring fever" to make a DeLorean owner want to get out on the road and GO somewhere.

And that's just what Bruce Lasuta of Sechelt, British Columbia has done. Join Bruce on the second of our "Getaway Weekend" articles as he takes us through the seacoast towns along the Sunshine Coast of British Columbia. Sechelt is one of these towns and you will see it through the eyes of a "local". Along the way, you'll stay at charming B & B's, go beachcombing and visit other interesting sites.

Who's Who in DeLorean World this Month? Meet Chad and Karen Lange of Owatanna, Minnesota. In my opinion, one of the best things about attending Expos is having the chance to meet nice people from all over the world, and I had the pleasure of meeting the Langes last summer at Expo '97 in Snowmass, Colorado. The Lange's have a condo and family in that area, so it was a perfect time for them to experience an Expo. I can only hope that they don't wait until we have another Expo in Colorado or Minnesota before they join us again.

Speaking of Expos, that's just what I have done in this issue. The subject is, of course, Expo '98 in Los Angeles. If you haven't already received your invitation, here's a chance to read all about it. Writing about Expo makes me look forward to it even more, as well as overwhelming me with thoughts of all those things still "to do". By the time we see each other in L.A. those should all be done! As a side note, I have to tell you, my thoughts are already moving on to '99.

On the local DeLorean groups front, we'll hear from Mike Substelny of Ohio, about the problems of coming up with a name for their newly formed DeLorean club. One would think that would be an easy task, but after sitting in on a similar discussion, I know it's not.

With the Ohio owners firmly in control of their new name, they set out on their first event; Wayne Luoma shares their tour of Ohio's covered bridges.

From Southern California, the Breer's report on Pasadena's St. Patrick's Day Parade. Owners show off their Irish-made cars in that most Irish celebration.

Professional artist and software guru, Lee Seiler, tells us about the process of producing a limited edition DeLorean model.

Ed Bernstein discusses the many advantages of professional care for your DeLorean. Rounding out the technical department are more "Questions & Answers" with Technical Director Dick Shipman. We can all be glad that I'll never have to serve as Technical Director.

CALENDAR OF FUTURE **CAR EVENTS**

Do you know of any events that are not sponsored by the DeLorean Owners Association but may be of interest to DeLorean owners? To inform our readers about shows, meets or places of interest to DeLorean owners, we present this events calendar. Please submit the following information for each event:

Location *(state, city/town, place)*
Name, address and telephone number *(for further information)*
Date *(three or more months ahead of time you receive each issue)*

Hold the notice size to 30-40 words
Send to: Hank Breer, 1946 N. Harding Ave., Altadena, CA 91001

JUNE

4-7 Carson, CA	C.A.T.S. '98 Consumer Automotive Trade Show, Tribute to Lions Drag Strip, race and custom cars and motorcycles, VIP party and dinner, 50's and 60's entertainment, sponsored by American Spirit Intl. Carson Convention Center. Pattie Tillotson, 310/830-9800
5-7 Tulsa, OK	Leake Auto Auction, 26th year. Largest indoor auction in the US. 800/722-9942
6-7 Escondido, CA	6th Annual Deer Park Car Show, On the Green at Deer Park. 619/401-0530 or 714/772-6201
7 Napa, CA	The Silverado Concours d' Elegance. 510/428-3355 or 510/527-3089
7 Westchester, CA	Le Cercle/Cerebral Palsy 31st Annual Concours d' Elegance, Loyola Marymount University. 310/410-1022
12-14 Cincinnati, OH	DeLorean Car Show Cincinnati. Featuring Easter Regional DeLorean Run 8. Dinner, car show, Concours and specialty categories, tech seminar, DMC Warehouse tours. Ken Koncelik, 513/398-2445
14 Platsburgh, NY	Annual Car Show. Clinton County Historical Association. 518/561-0340
20-21 Pismo Beach, CA	13th Annual Pismo Beach Car Show. 805/481-1804
21 San Diego, CA	San Diego Car Show Sale and Swap. At the San Diego Qualcom Stadium. 619/484-9342
25-27 St. Ignace, MI	St. Ignace Car Show. Car show, parade, swapmeet, cruisin, automotive art and more. Boyd Coddington guest of honor. Street Rods and Customs featured, 100,000 spectators and 3,000 vehicles in 1997. 906/643.8087 or fax 906/643-9784
27 New Hampshire	Auction. New Hampshire International Speedway. 800/968-4444
28 Bowie, MD	21st Annual British Car Day. Allen Pond Park. Antique classic and new British car displays, antique and craft show, flea market. All British cars and motor bikes welcome. Over 650 cars, more than 120 awards in 1997. 703/ 323-1260. Last year 11 DMC's displayed.
28 Pasadena, CA	Automotive Literature Fair. Society of Automotive Historians Pasadena City College Parking Lots #1 and #2. 714/826-9010
28 Chico, CA	10th Annual Chico All British Meet. Chico Elks Lodge. 530/342-1821

JULY

4 Sierra Madre, CA	4th of July Parade. Mimi Breer. 626/798-6279 or fax 626/798-9764
10-12 Columbus, OH	1st Good Guys Nationals. Swapmeet and car corral at the Ohio Expo Center. 510/838-9876
12 Stockton, CA	6th Annual Classic Swap Meet and Show. 50's and 60's Oldies by Johnny T and Wolfie. Antique toy and collectible show, model car show. 209/948-5308 or PO Box 5330, Stockton, CA 95205
16-19 Solvang, CA	Moss British Car Festival. Flag is Up Farms. 800/235-6954 or 800/472-9445
17-19 Puyallup, WA	11th Good Guys Pacific Northwest Nationals. Western Washington Fairgrounds. Rods, Customs and Classics thru '64. 510/838-9876
18-19 Norwich, CT	13th Annual Eastern Connecticut Antique Auto Show and Flea Market. Street Rods and customs both days. Antique autos, Sunday. Super Cruise, great giveaways, lots of extra activities, tractors and engines. Rain or shine, over 25,000 people in '97. Pre-reg highly recommended. 860/376-4933 or 860/886-1647
25-26 Midland, MI	Summer Michigan Antique Festival Car Show. Auto show, sales lot, parts swapmeet. 517/687-9001 M-F, 7-9pm.
26 Kingston Ont., Canada	1st Annual Rotary Car Show. Cataraqui Rotary and Investors Group at the Royal Military College. 613/544-7193
26 Torrance, CA	South Bay Mustang Owners Payton Cramer Automotive Group. Mustang and Ford Car Show. 3311 Pacific Coast Highway, 310/377-9614

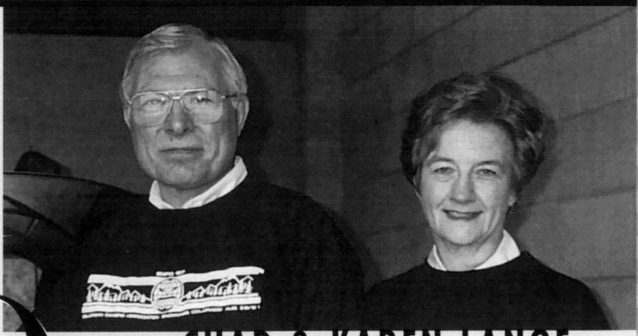
AUGUST

7 Mission Hills, CA	Santa Monica Sports Car Club. Navigational Rallye from the Bank of America. 310/372-7168 or 818/894-3549
7-9 Carlisle, PA	The Good Guys Rod, Custom and Classic Show and Flea Market. At the Fair Grounds. 717/243-7855
13-15 Monterey, CA	Monterey Auction. Important sports cars and vintage race cars Doubletree Hotel. Fisherman's Wharf. Julie Lajoie. 888/467-6227 or fax 734/459-4004
14-16 Monterey, CA	25th Annual Monterey Historic Automobile Races. At Laguna Seca
15 Industry, CA	7th Annual Southern California Car Show. Frisco's Drive-in Diner. Open to all cars BGNRA. 714/772-6201 or Frisco's 626/913-3663
16 Pebble Beach, CA	Pebble Beach Concours d' Elegance. At the Lodge. 408/659-0663 or fax 408/659-1822
29-30 Rochester, MI	Good Guys 2nd Motor City Nationals. At Meadow Brook Music Festival Grounds. Rods, Customs, Classics and Muscle thru '72. 510/838-9876
29-30 Rosamond, CA	Performance Driving School. Streets of Willow Springs. Alfa Romeo Owners of So Cal. 310/476-8812
30 Northridge, CA	Northridge Car Show and Antique Market. Cal State Northridge. Devonshire and Lindley. 562/633-3836

SEPTEMBER

3-6 Universal City, CA	DeLorean Expo 98. Universal Hilton and Towers. DeLorean Owners Association Annual Convention. Dinners, tech seminar, Concours d'Elegance, product fair, Peterson Automotive and Getty museum tours and scenic rallye. John Truscott 805/964-5296
17-20 San Bernardino, CA	9th Annual Route 66 Rendezvous. 909/889-3980 or 800/TO-RTE66
26-27 Indianapolis, IN	Indy British Motor Days. White River Park. 317/887-3867
26 Fernley, NV	1998 Silverado Classic. Silverado Casino Al Oppio. 702/358-3673
27 La Crescenta, CA	Verdugo Vintage Vehicles Car Show. La Crescenta Park. 818/790-7614 or 818/352-4553

WHO'S WHO



CHAD & KAREN LANGE

Chad and Karen Lange,
Owatonna, Minnesota
by David Knudson, Editor

SPECIAL FEATURE

Although the Lange's purchased their DeLorean 14 years ago, and became members of the Association almost immediately, they didn't become personally involved with us until DeLorean Expo '97. That's because we made it exceptionally easy for them. I guess you could say, they didn't come to the mountain so we brought the mountain to them.

THE STORY BEGAN IN THE SUMMER OF 1984 WHEN A FRIEND GAVE CHAD A RIDE IN HER NEW SILVER BEAUTY.

He was "very, very" impressed and Karen "loved" the gullwing doors. In short, they were hooked.

Not long after, Karen "happened" to be looking at the St. Paul, Minnesota newspaper's classified section under "D" and low and behold, a DeLorean was for sale (what a coincidence).

Chad remembers, "It was July and the doctor who was selling the car was about to be married. Apparently, he had quite a stable of automobiles because his fiancée said he had to get rid of some of them. In other words, you or the cars are going."

Chad and his son drove in to pick up the DeLorean and almost ran out of gas on the way back. "We were so enamored with the car, we didn't think to check the gas tank until it was almost too late. The good doctor had left it almost bone dry," Chad recalls.

Chad says that was his first experience with the bane of all DeLorean owners — fingerprints. Their new beauty was mobbed and mauled at the gas station by over 30 curious folks. He chuckles, "I realized then, that was going to be a very common problem."

Karen explains they had some mechanical problems with it when they first got it but resolved them. However, Chad started spending more and more time with their business so the DeLorean was rarely driven. He'd start it now and then but one day it simply wouldn't start at all — a fate all too common with DeLoreans that have not been driven very much.

THE CAR SAT FOR ABOUT 5 YEARS UNTIL THEY SAW THE ANNOUNCEMENT FOR DELOREAN EXPO '97 IN SNOWMASS, COLORADO.

Karen relates, "We have a condo in Snowmass, so I left the page in the magazine open with a note to Chad, "Here's a get-together right in our own backyard. If we don't take advantage of it now, we never will. Let's fix the car up and go or sell it."

Chad opted for Karen's first choice and had DeLorean One pick it up, go through it completely and deliver it to the Expo in time to win the best stock entrant in the show.

"After the Expo, we drove it home and it ran beautifully. Now it's in a heated storage area," Chad says.

The Langes are third generation owners of a food processing business and the largest land owners in Minnesota — over 4,000 acres of crop land.

Chad explains that they had leased land for years to grow asparagus for their processing factory but realized they could control production better if they owned it. He reports, "In recent years, Mexican and South American asparagus has taken over because their growing and harvesting costs are so much less. So then we started growing crops like peas, beans, corn and pumpkins." Chad continues, "Last September, we sold the processing company to Chiquita, the banana company, but we kept the land. Now, I'm in charge of their international business development. So far, Karen and I have been to China and Thailand discussing food processing operations."

Karen has many responsibilities in the business, not the least of which is management of the benefits for their hundreds of employees. She states, "We met so many nice people at the Expo last year that we are planning to be in Los Angeles for this year's. We really enjoy the cars and the people."

THE PROFESSIONAL APPROACH

By Ed Bernstein
DeLorean One / Chatsworth, California

For auto mechanics, it's often easy to fall into the routine of just doing the job a car has come into the shop for. You know - read the workorder — do what it says. But most cars need added consideration — often before the tasks spelled out on the work order are even begun.

A familiar customer, a regular job, a familiar DeLorean. It's in for something quite ordinary - an oil change and a cooling system service. It's easy to walk through the job paying no more attention to it than any other run-of-the-mill service. But, that would be a mistake.

What distinguishes the bread and butter work at a professional DeLorean shop from that in an ordinary garage is the experience the DeLorean-skilled mechanic brings to it.

He can spot the constant velocity boot slipping out of its retaining clamp or the beginning of a tear between a fold of the bellows. He knows the bellows around the rack and pinion tie road ends are durable, but they won't last the life of the vehicle. If a boot is cracked or leaks, he knows it needs to be replaced as soon as it is noticed because the cost of the customer's repair will only go up if it is delayed.

This is the experienced eye that sees the almost invisible secondary voltage leak to ground through the spark plug cable. It's also the knowing nose that detects the slight smell of gasoline in the wrong place, a tell-tale indication of a leak. It's the practiced ear that hears the squeal of an idler pulley bearing that has only a few thousand miles before it locks up.

The non-DeLorean mechanic can probably do an oil change as well as anyone, but he may not know what else to check for. The experienced DeLorean mechanic will road test every car that comes in, even if he's just replacing a battery. When he does, he will see and hear things the owner won't; he knows things about the DeLorean automobile he doesn't even know he knows. He test drives so many DeLoreans, anything out of the ordinary literally "jumps out" at him.

For example, he knows a "clunk" in the back when the car is driven from the street into a parking lot could indicate a bent radius arm bolt or worn bushings.

Our cars have the engine and the transmission mounted to the frame with brackets and rubber components which insulate the chassis as much as possible from road and engine vibrations, but, over years, these pads can collapse or rot. The DeLorean mechanic checks the crumple tubes and lower control arms to see if they have been forced out of alignment by glancing blows with parking blocks or curbs.

DeLorean professionals don't overlook non-suspension sources of steering vibrations. They know damaged engine mounts can allow the engine to shake the transmission and frame at certain combinations of speed and load and cause even greater damage.

The simultaneous feeling of control and immunity from vibration comes through the rubber cushions separating the suspension and drivetrain from the frame. Other buffers separate the frame from the passenger compartment and body. Deterioration of these cushions is rarely sudden. The DeLorean professional checks them because he is aware they tend to disintegrate from oil and heat and sometimes from abrasion.

Most bushings are loaded in compression, so once one has collapsed or is damaged, the experienced DeLorean mechanic can spot the deterioration at a glance. An even more common form of damage occurs to them when the driver taps a curb or a parking block the wrong way and the geometry either of the drive train or the suspension is thrown off. He knows, once a bushing has been damaged or distorted, there is no fixing it and it must be replaced.

Some vibrations can only be diagnosed when driving the car and the DeLorean mechanic will notice if the problem occurs under power or under deceleration; turning right or left; braking or coasting. And he'll know what to do about it.

SMART SERVICE
• • • • •

Today it is almost impossible to find a DeLorean automobile that doesn't have damaged/cracked rubber damper bushings or hardened/compressed radiator isolator bushings.

These are some of the components that few, if any, inexperienced mechanics know to check. The DeLorean mechanic knows if he has to replace one because of wear and heat damage, it's a good idea to do the whole set at once. Often replacing only the worst of a set of dampers has little effect on the problem.

Steering is one area where nobody should be willing to take any chances. The DeLorean professional's eye will spot the cracked lower control arm or the bent support flange. He knows frozen or neglected front lower ball joints are a major suspension failure waiting to happen. He will check those dry, torn track rod end boots. With time and age, some suspension damage can become covered with dirt and grease and can only be seen with a flashlight by someone who knows where to look for it. Many problems can be identified before a major failure which could save someone's life.

This is why DeLorean owners who want to take care of their equipment and protect their investment don't hesitate to pay for work that's really needed and will use a professional DeLorean shop, if at all possible, for even relatively low-tech jobs. They realize the value of the trained professional mechanic's ears, nose and eyes. They want to determine what is needed and they know he won't tint the picture either black or rosy.

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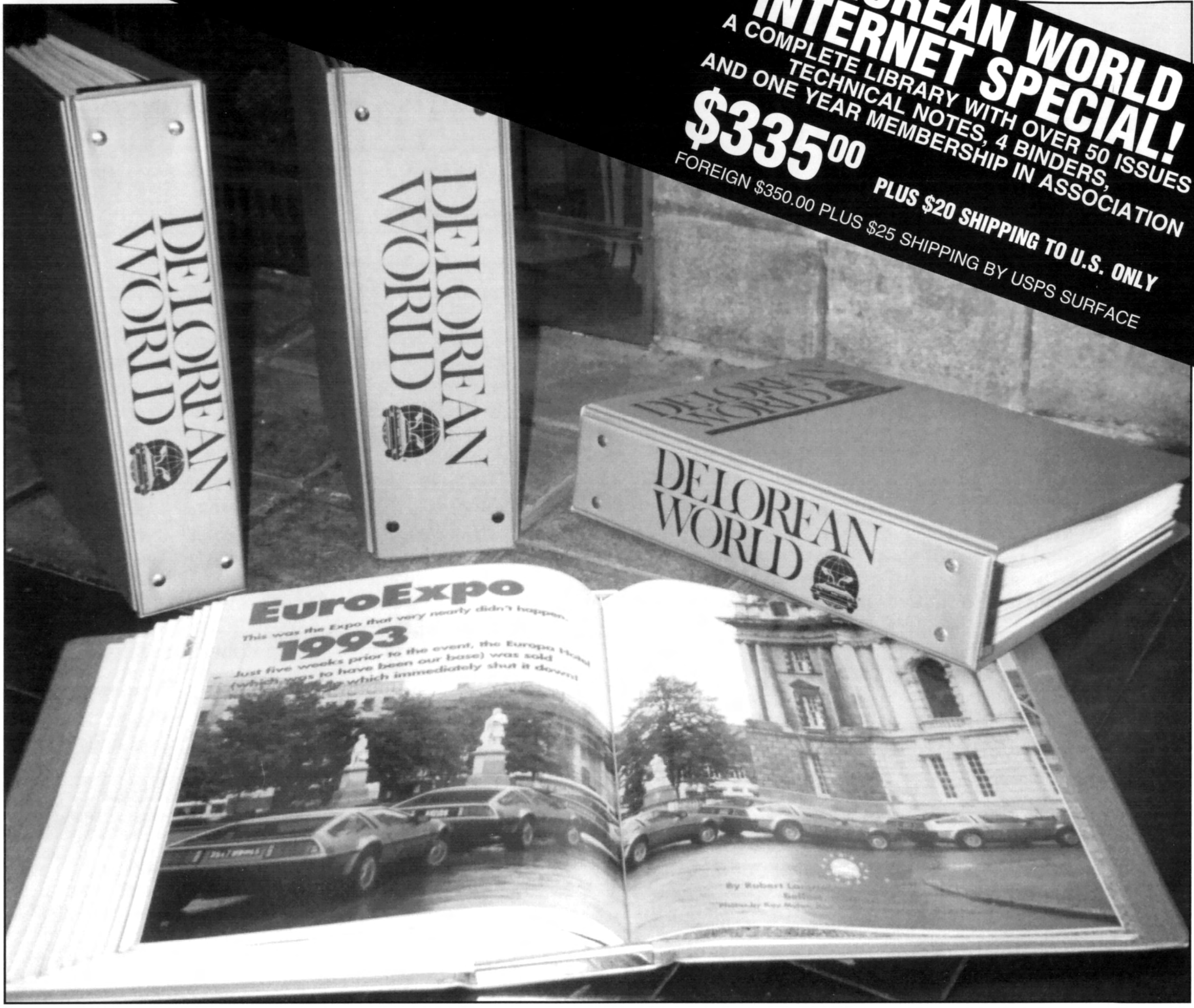

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DELOREAN OWNERS ASSOCIATION

DELOREAN WORLD Letters TO THE EDITOR

We welcome your letters about DeLorean-related issues, so join in. We may need to edit what you send us for content and brevity.

Send your letters to
David Knudson, P. O. Box 423,
Tujunga, CA 91043

Dear Editor,

After reading the winter issue of DeLorean World, 1998, the articles piqued my interest in regards to other DeLorean clubs of the distant past.

To my knowledge (which is exceedingly limited), there were two organizations that predate the DeLorean Owners Association.

1. DeLorean Motor Club of America (DMCA) Westminister, California

Like the Association, this organization published a magazine newsletter. It was called "De Gull Wing". The first issue was published for May/June, 1982. It consisted of four pages and was relatively crude by DeLorean World standards. (Then again, Volume 1, Book 1 of DeLorean World could also be considered crude as compared to today's issues).

The first four issues of De Gull Wing have a section titled, "President's Column", however, none are signed. Subsequently, I do not know who the initial president of the organization was. The first issue did acknowledge two individuals — Gene Daly, President of the Northern California Chapter, and Andy Weiss, President of the Southern California Chapter.

By Volume 1, Number 7, some executive members were mentioned - Joel G. Vest, Executive Director; Ron G. Lowe, Technical Director; Patti Nolan, Membership Director; Jean M. Lowe, Secretary/Treasurer.

The last issue of De Gull Wing I received was May/June, 1984. The magazine now consisted of eight pages and had vastly improved in quality. This particular issue was pushing a "Caribbean Caper". It was a 14 day cruise on the Royal Princess scheduled for February 16, 1985. That is the last contact I had with DMCA. I assume that it went out of existence.

2. DeLorean Club International (DCI) Seattle, Washington

I'm not sure how I came to know of this particular club. Perhaps it was an ad in an automotive magazine. I have a copy of a form letter that this organization sent out to all prospective members. The letter indicates that they were founded in 1980. This club, like the other clubs, sent out a magazine/newsletter entitled "The DMC News". The publication was produced by Thomas Lee Wilson. It appears from their classified section that the club had a true national character with ads originating from Miami to Los Angeles. The last issue of the DMC News that I received was the May/June issue 1983. I also assume that this organization suffered the same fate as DMCA.

The DeLorean Owners Association began in April of 1983, which means that both DMCA and DCI predate the Association. (Indeed, the DCI originated prior to the actual production of the car, 1980). When researching this letter, I'm of course, confronted with several questions. Why the demise of DMCA and DCI? What happened to former officers and members of these organizations? Do they still have their DeLoreans? Are any of them now members of the Association? (Yes, at least one - me!) Finally, are old issues of the De Gull Wing and the DMC news collectibles?

I certainly couldn't answer the last question. I'm the guy who threw out his Mickey Mouse watch, baseball cards, and old comic books forty years ago.

I can envision a comprehensive article on this subject of former DeLorean Clubs written by one of your knowledgeable members. I think that many DeLorean World readers would find it interesting. Then again, I think that fertilizing the lawn is interesting.

Thank God for the Association, which has carried on the tradition that John Z. envisioned. I'm sure that DMCA and DCI thought that they could too, but for some reason didn't.

Art Shipley
Yerington, NV

There have been mentions and discussions of these groups in several of our previous issues. I, for another, belonged to both and met most of the people you mention.

Many years ago, Gene Daly, the driving force behind the DMCA, came down to one of our board meetings with the intention of joining forces with the Association but the merger never took place.

I remember the "Caribbean Caper" being promoted by the DMCA but was never able to determine whether it actually sailed before the DMCA sunk.

I'm sure both of those early groups had good intentions but maintaining an organization takes a tremendous amount of work from many devoted people with strong stomachs.

This is the second in what we hope will become an ongoing series of technical question and answer sections in DeLorean World. Some of these are based on questions that have been asked to me on our tech line and some are meant to point out a solution to you that I have encountered myself over my years of DeLorean ownership.

Keep in mind, some repairs can only be safely performed by experienced professionals so if that is the case with a given question, I will tell you. If I can answer a technical question for you, please send it to Dick Shipman, 10568 Ashton Ave., Los Angeles, CA 90024 or call me at (310) 474-8194 or fax to (310) 474-9524.

TECH TALK

By Dick Shipman / Technical Director

Question:

My DeLorean always runs so hot. What can I do to fix this?

DeLorean automobiles do not normally run hot. If your car is constantly running hot, you should perform a pressure test on the cooling system. (The system should be able to hold 15 lbs. of pressure for 15 minutes.)

Next, determine if your car has an electronic relay update kit. If so, it may be necessary to have a professional DeLorean mechanic perform a block test on the engine to determine if combustion chamber gases are escaping into the cooling system.

Question:

My headliners are sagging. What can I do about this?

The foam backing material has disintegrated into dust and no longer holds the cloth cover to the backing.

Remove the panels carefully and take/send them to a DeLorean professional to be refurbished. Trying to re-glue the cloth to the backing is a waste of time and may damage the panel backing beyond repair.

Question:

What's the purpose of the fan fail system?

The primary purpose of the fan fail system was to advise the driver if the radiator cooling fans were functioning properly. Unfortunately, the system operated erratically and heavy demands upon the relays and circuit breakers frequently caused failure of the primary control module.

The failure of the "fan fail module" would cause the engine to overheat because the cooling fans at the radiator would stop running and significantly reduce air flow through the radiator.

Question:

I noticed the coating chipping away on my DeLorean's frame. There appears to be rust underneath. What can I do about this?

Remove all loose epoxy coating from the frame with a pallet knife or paint scraper. Remove all rust from the frame surfaces.

Sand the surface to expose clean, bare metal. Prime the surface with automotive primer and paint with an automotive enamel to seal.

Question:

I have a switch on my console that does nothing. Is this true of all DeLoreans?

All stock DeLorean automobiles have non-functional dummy switch panels to the left and right of the window lift switches.

Maybe the DeLorean Motor Company was planning to install an ejection system in 1984.

Question:

I've considered lowering my DeLorean since seeing several. Yet I've heard it can create technical

There are varying opinions as to the benefits of lowering DeLorean automobiles.

The only actual benefit derived is one of possible aesthetics and is subjectively a matter of personal opinion.

Given the performance characteristics of a DeLorean and the speed limitations, no real aerodynamic benefits have been shown to exist.

On the contrary, lowering the automobile's suspension exerts stress on several front and rear components which have been known to fail without warning.

Question:

I understand there were 3 different antenna variations - front, rear hideaway and windshield. Which one works the best?

The best radio reception appears to be either from the fixed antenna on the right front fender or the retractable antenna in the left rear quarter panel. Although the rear-mounted antenna may be aesthetically pleasing to some, there does not appear to be a great deal of difference in the overall reception between the two.

Question:

I just bought my DeLorean and there is a light marked "Lambda" that stays on. What does that mean?

The "Lambda" light indicates that the car is approaching its major service interval of 30,000; 60,000; 90,000s mile (etc.). The light goes on at 30,000 mile intervals and is reset after the major service is performed.

Question:

Is there a particular type of replacement shock absorber that you recommend?

At this time, there are sufficient factory original shock absorbers (dampers) available from DeLorean parts suppliers. I suggest you inspect yours now and install a set if you need them. Remember, our cars are 17 years old and the present supply is fast becoming depleted.

Question:

I didn't really realize until after I'd bought my DeLorean how poor the rear visibility is. Any suggestions on handling this problem?

The rear visibility is no worse in a DeLorean than other sports cars of similar size or design. Try checking out the view from a Lotus, a Viper, a Corvette or a Ferrari.

You may expand your view somewhat, by adding miniature convex mirrors to the upper inboard corners of your left hand and right hand exterior electric mirrors.

Question:

I have heard that the DeLorean factory had a throttle linkage recall notice. Should I have mine checked out?

The throttle cable safety recall is an important update to obtain if yours has not been installed.

Under certain freezing temperature conditions, the DeLorean throttle cable can become immobile in its housing, thereby causing the engine to race at high rpm's.

The engine will not return to normal operation until the ice in the housing has melted sufficiently to permit the inner throttle cable to return to its normal position.

WIRING DIAGRAM ADDITIONS AND CORRECTIONS

By Dick Shipman / Technical Director

The original factory diagram, as published in DeLorean World, Vol. 4, No. 1, Spring, 1986 needs the following changes and editions:

1. Add #25 to diode located at 1D.
2. Add #25 to diode located at 8H.
3. The Auxiliary Relay at 5.5D should read 102A, the legend should also be corrected.
4. Add #102B Main Relay to 5D (correct legend also).
5. Change Diode #25 to read: three at 3.5, 8F, two at 1D, one each at 8D and 8H on the legend.
6. #42 Not used.
   #43 Not used.
7. #130 symbol should read 11B.
8. #190 Otterswitch 9F (on legend).

California Dreamin'

By Linda Porter/President & Activities Director
Photos of Getty Center by Don Sigler.

Exciting things are planned for participants of Expo '98 in Los Angeles. Between September 3rd and 6th, DeLorean Owners Association members who attend this year's Expo will have a chance to experience many of this Southern California city's exciting sites and sounds.

It all starts Thursday when members and their guests register for the Expo in the lobby of the beautiful Universal Hilton Hotel and Towers. The bright and spacious lobby is the perfect place to greet friends from Expos past.

For those who can't wait to get started having fun, a tour of movie star's homes is scheduled that afternoon. A fifteen passenger mini-van will tour through the streets of Beverly Hills, Bel-Air and Holmby Hills giving riders a chance to gaze at homes of the rich and famous. Only the smaller vehicles are allowed; no buses are permitted on these rarefied streets.

THAT NIGHT, WE'LL DINE ALFRESCO, POOL-SIDE AT THE HOTEL AND DELIGHT IN AN ELABORATE FIESTA DE MEXICO BUFFET.

A warm, Southern California evening is the perfect time to get acquainted and re-acquainted with other Association members.

The always popular Technical Seminar is scheduled Friday morning. Led by premier DeLorean car service experts, this is the opportunity for technical buffs to feed their thirst for knowledge of the inner workings of DeLoreans. Bring those questions to the people who really know the answers.

If you entrust your car's care to others, or aren't interested in the technical aspects of owning a DeLorean, there will be an alternative. You can board a chartered bus for a short ride to the newly opened Getty Center. This is Los Angeles' newest cultural attraction, opened only last December. There has already been great demand to visit and enjoy this spectacular cultural landmark. However, there is more to see here than the memorable works of art in the J. Paul Getty Museum. It is situated on a hilltop with breathtaking views of the Pacific Ocean, mountains and the city of Los Angeles. Arrival is via tram that starts at the bottom of the hill and ends at the summit and the central plaza. There are gardens, terraces, and several places to eat or pause for a cool drink or cup of coffee. All this is surrounded by the dramatic architecture, both timeless in quality, as well as contemporary in feeling. This is a trip designed for the art lover, the gardener, the fan of architecture, and the person who just appreciates being somewhere "special".

The remainder of Friday afternoon is free to spend time seeing some of the sights on "the hill" around our hotel. For example, Universal's City Walk is only a short walk or tram ride away. As a matter of fact, this may be the place you will want to go when you have some spare time between Expo functions. Universal Studios is next door and you may want to allow time for a visit to the Back To The Future ride at this popular theme park.

FRIDAY NIGHT'S FESTIVITIES GET UNDERWAY AT 4:00 P.M. WHEN WE BOARD BUSES FOR A TRIP TO DOWNTOWN LOS ANGELES AND THE PETERSEN AUTOMOTIVE MUSEUM.

(It's the beginning of a 3-day weekend, and nothing could be better than to leave the driving to someone else on an L.A. Friday afternoon!) Once at the Petersen, you will have time to enjoy the gorgeous automobiles on the first and third floors before the museum closes to the public. Then Association members and guests will gather on the second floor of the museum for our own private party. There will be a cocktail hour, followed by a catered Santa Maria style barbecue buffet. (Santa Maria is a city of approximately 60,000, about a 2 1/2 hour drive north of Los Angeles which is known for their distinctive barbecues of tri-tip steaks and chicken smoked over mesquite.) Raffles and other surprises will round out the evening at the Petersen Museum. Then it's "back on the bus" for the return trip to the hotel.

SATURDAY MORNING IS THE TIME MANY LOOK FORWARD TO WITH EXCITEMENT.

It's the time for DeLorean One's Concours DeLorean® and a chance to show off or just look at all the DeLoreans on display. Judging of the cars will take place that morning in the hotel's Ballroom Circle – a circle driveway off the ballroom wing of the hotel. From 10:00 a.m. to noon, the DeLorean Products Fair will be on the ground floor of the hotel, giving everyone a chance to buy that DeLorean item they've been wanting all year.

Want to see more sights around town? Then you'll want to go on the tour planned for Saturday afternoon. This is your chance to see the Dorothy Chandler Pavilion which is often the site of the Academy Awards, and visit colorful Olvera Street in the heart El Pueblo de Los Angeles Historic Park, the birthplace of Los Angeles. You will also see the famous Hollywood and Vine and put your feet and hands in the prints of the stars at the Mann's Chinese Theater. A planned stop at Farmer's Market for shopping or maybe a snack, and you're off to the Sunset Strip, Beverly Hills and a tour down Rodeo Drive, home of the most expensive shops and boutiques in California. There's much more to see in L.A., but no more time this day.

This evening, the Concours DeLorean® cars will return to the Ballroom Circle to be displayed during the reception, prior to the gala banquet that always caps an Expo. This will be an opportunity to view the cars and the participants in their finery and take plenty of pictures of both. After dinner, in the Ballroom, awards will be made to the winners of the Concours DeLorean®. Speakers, raffles and just plain fun, go into making the final evening a festive occasion.

IF YOU HAVE YOUR DELOREAN OR ANOTHER CAR TO DRIVE WHILE YOU ARE AT EXPO '98, YOU'LL WANT TO JOIN THE SUNDAY DRIVE THE FOLLOWING MORNING.

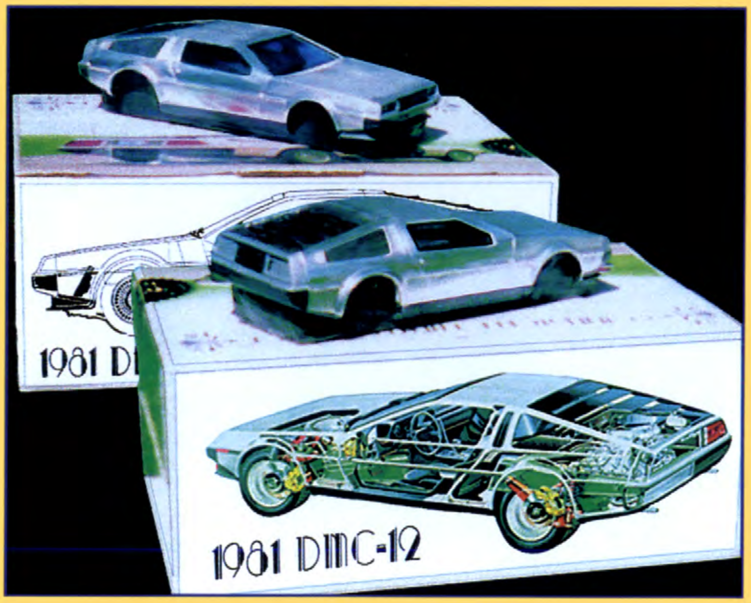
Leaving the hotel, we'll caravan through the streets and freeways of L.A. to visit the L.A. County Arboretum. The Arboretum is a 127 acre botanical and horticultural center where numerous movies like the African Queen were filmed.

Historic buildings date from 1840. One of the most famous is the century-old Queen Anne Cottage, which has been the setting for many movies and TV programs, among them Fantasy Island. Plants from around the world bloom during all the different seasons so you will always see something colorful. Specialty plant shows are common and a fern show will be the feature that weekend. You may want to take a tram ride, view the Water Conservation Garden, the Tropical Forest, the peacocks roaming freely and enjoy the lake and grounds during your visit. Lunch will be at the Terrace Cafe overlooking some of the gardens of the Arboretum.

This outing will be the last of the planned events for Expo '98. But if you are in no hurry to go home, plan to stay on in Southern California and visit more of the places you've always dreamed about. Watch the mail for your invitation.

HOW TO MAKE A DeLorean

part one



This is the first of a two part article.
Part two will appear in the next issue.
Story and photos by Lee Seiler, Berkeley, California

This story starts about 30 years ago when I was working my way through college in Berkeley, California. My income covered tuition but that was about it. So to earn extra money, I would go over to the San Francisco Zoo and sketch the animals. Then, I'd go home and on a large pad, trace the sketches on every other page. Next, I'd paint in the subject with ink leaving a small bit undone. The following day or whenever I could find the time, I would go back to the zoo, sit in front of the cages and start finishing the sketches with brush and ink. As I worked, other zoo visitors would walk by, see me working, and inquire what I did with the sketches. I would say something like, "Usually throw them away. I am practicing for my art classes". Within minutes, the passing visitors would pull out money for the sketch and then move on to the next animal cage with the still wet sketch. Once they got around the corner, I would flip over the following blank page exposing a duplicate of the just sold sketch, which I would again start to finish with ink and brush.

I LEARNED WHAT APPEALED TO THE "CLIENT'S" EYE AND WHAT DID NOT.

Over the years, I studied and collected many artists' work — at first with comics, tracing, then copying the characters in pencil, then ink and magic markers, then air brush and acrylics.

For a while, I worked as an assistant colorist for DC and Marvel Comics doing the Hulk and other super heroes. For a number of years, I had an art agent and worked at many different companies as a full time temp. This lead to doing romance novel covers, magazine and book illustrations, mechanical illustrations, television and film set construction and then into television advertising. In 1983, I won a television EMMY. Somewhere along the line, I became a publisher and got into the T-shirt market and did well enough that at 37, I retired to raise a family in the country.

Years later, I was attracted to computers as an art tool and after much frustration, ended up authoring a 3D software program currently sold worldwide with distribution of over 100,000 copies. But to step back for a moment, through all this, I was exposed to many fine artists in many disciplines — among them Roger Dean, Rodney Matthews and Syd Mead. An important lesson I learned was how the more successful artists were able to make a living doing their own art outside of production and commercial art. Their primary tool was publication of collections of their works which took many forms. Another way was with "limited editions" in which reproductions are made of a popular work the artist has done. Each copy is numbered and signed. By limiting the number of copies, the artists raise the value of their work and therefore, increase the revenues any given effort will bring by selling more than one.

The creation of T-shirt art in many ways is very much like the creation of the limited edition except that selling many reproductions at low prices is the goal.

THE IDEA OF DOING A DELOREAN MODEL CAR FIRST SURFACED WHILE I WAS READING ABOUT A PAST EFFORT.

While I am not a model hobbyist, I do like models, and having one was very appealing to me. A bit of research as to what had been done in the way of model kits in the past, and the current availability of donors for parts, uncovered a possible maximum of 108 model car kits.

THE NEXT STEP WAS TO TAKE A CLOSER LOOK TO SEE WHAT WAS AVAILABLE IN THE WAY OF DONOR KITS FOR VARIOUS PARTS.

First the question of scale. My limited edition kit is 1/24th scale because the donor parts are that scale. This means the final model will be 1/2" to the foot or 6 13/16" long.

To create a scale model car body from scratch is so expensive that even if there were a thousand limited editions, the kits would cost $500 at a bare minimum. And as a practical matter, the basic body shape found in the donor kits is very accurate. Of course, it makes no sense to re-do a body if one is already available. The donor body is just not complete and has some extra bits on the outside. So using the basic donor body as a starting point is a good choice. By count, there are only 11 different parts plus the body and wheels in the donor kit that are usable. The other 150 or so are useless.

THE NEXT STEP WAS TO WORK OUT WHAT NEEDED TO BE CREATED TO BRING THE DONOR PARTS UP TO A STANDARD DMC-12.

Referring to the DeLorean manuals and parts catalogues provided the basic information on what would be required to fill in all the missing parts.

Next came the outer metal skin of the DMC-12. I had decided early on that a real metal skin was a must for the kit. I remembered, many years ago, a pure metal foil tape with an adhesive on the back that was called 600 mph tape. It was used to make repairs on the airframe of Boeing 727-tri jets. I found a current supplier who had chrome metal tape which, when burnished with the right grade of Scotch Bright, looks exactly like the burnished stainless DMC-12 metal skin.

After a few starts, I worked out the application of the metal foil to produce a beautiful stainless finish on the plastic donor underbody. (Not too unlike our full-sized DeLoreans.) At this point, I felt confident that making the rest of the needed parts was a matter of time but the whole kit idea could proceed.

The plan was to produce three separate stand alone models. The first kit would be the body, which would include the passenger compartment and wheels. The second kit would be the engine and manual transmission which could be installed into the first kit making it more complete. The third kit would be the frame and suspension, which could also be installed into kits one and/or one and two to produce a complete DeLorean model with metal outer skin.

I intend to manufacture 100 of the kits and have yet to determine their price. I currently have a waiting list of over 100 but of course, some of these people may not end up ordering the model. So if you're interested in getting on the list, here's how you can contact me:

Lee Seiler
Radiance Software
1726 Francisco St.
Berkeley, CA 94703
lseiler@radiance.com

DeLorean Collectibles

In the beginning, posters, books, videos, ads, models and articles that revolved around the production of the DeLorean automobile or John DeLorean or even his family were readily available. During that time, a few wise collectors put them away then watched the value of their cache increase considerably.

We have assembled a panel of three such men who have not only built extensive personal collections but have stayed abreast of the asking prices of DeLorean-related collectibles. Dick Shipman, Ed Bernstein and John Truscott purchased their cars new and each has a wealth of knowledge regarding the marque.

For the "Hot Wheels" collectibles, we consulted Don Sigler — a Hot Wheels collector, and for the Back-To-The-Future collectibles, we have recruited the expert opinions of Stephen Clark, the president of the BTTF Fan Club.

The purpose of the "DeLorean Collectibles" section is to familiarize you with the many pieces being collected today and to list a price range based on a consensus of our panel. If you are either a serious collector or you simply have a few pieces, send us a quality photo of your favorite. If you have an opinion of value, let us know. Or you may want to have our panel list an estimated range. Send photos and information to: David Knudson / Editor —
P. O. Box 423, Tujunga, CA 91043-0423.

"HOT WHEELS" TURISMOS

Apparently Mattel, the manufacturer of "Hot Wheels" miniatures, could not strike deals with either the DeLorean Motor Company or Universal to produce and sell a replica of the car in its stock or Back-to-the-Future form.

So, they did what any good toy manufacturer would do. They altered the shape a little, camouflaged it and tried to capitalize on the fad anyway.

These "Turismos" were painted a wide selection of bright, racy colors and window tinting varied, as well.

The "Hot Wheels Price Guide" lists a total of 7 variations.

Hot Wheels are an extremely popular collectible so there are two different markets for these little guys — The DeLorean collector and the Hot Wheels collector.

ESTIMATED VALUES RANGE FROM $10.00 OFF THE BLISTER CARD UP TO $35.00 ON THE CARD.

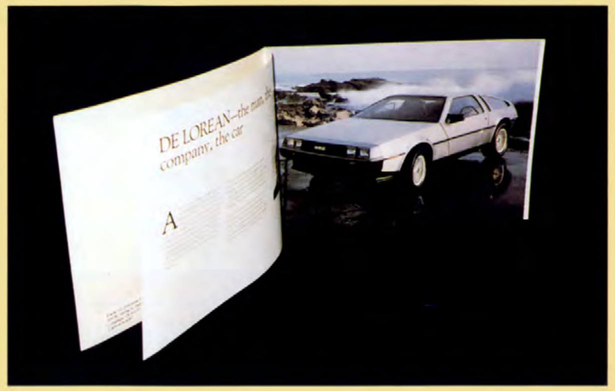
Getting
BACK
was only the beginning...
BACK TO THE FUTURE II
HIGH SPEED RACER

BACK TO THE FUTURE HIGH SPEED RACER

A few of these 5 1/2" long plastic racers may still be available from the BTTF Fan Club. They are remarkably detailed and finished for a plastic car this size. They run on AA batteries and were manufactured by LJN Toys in 1989. The cars were licensed by Universal City Studios and Amblin Productions.

If you are interested in purchasing this or other BTTF collectibles, contact Stephen Clark (205) 230-6288 or e:mail him at: time@traveller.com.

IF AVAILABLE NEW, THEY ARE PRICED AT $29.88. However, if they are no longer available, prices are expected to rise.



DELOREAN SHOWROOM SALES BROCHURE

Before or after the scrubbed and polished salesman took you out on that magical test drive in a new DeLorean, chances are you were given one of these beautiful sales pieces.

If after that test drive, you still weren't sold, you could take this home with you and dream. How many dreamers bought their beauties based on this piece?

The car is pictured in lovely settings and it features an impressive foldout as well as an overview of its specifications. It did a very nice job of being a "silent salesman".

ESTIMATED VALUE BASED ON CONDITION - $20.00 TO $30.00

PUBLICATIONS FEATURING JOHN DELOREAN AND/OR THE AUTOMOBILE

To our knowledge, virtually every car magazine worth its salt in the late seventies and early eighties did at least one DeLorean article. Usually several. Most were cover stories yet some were not. Particularly odd were those that drew comparisons between the DeLorean and other "like" automobiles. Some of the cars that were compared with the DeLorean were related only because they had four wheels — a sign even auto "experts" didn't quite know what to make of this new machine.

One article for example, compared it to a selection of foreign coupes. Apparently, the fact that it had 2 doors rather than 4 made the DeLorean a coupe.

As is the case with most collectible ephemera (disposable items), value is based on appearance, condition, and often oddity. So, there is oddity, for example, to the cover photo of a DeLorean on "POLICE" with a trusted officer ready to blaze away at a bad guy. Another unique example is the cover story about John DeLorean in "VOICE", a Christian businessmen's magazine.

Auto
Detroit
DeLorean Sports Car
POLICE
FUTURE COPS
VOICE

ESTIMATED VALUES BASED ON THE ABOVE MENTIONED PARAMETERS - $15.00 TO $60.00.

Collectible examples courtesy of John Truscott, Don Sigler and David Knudson.

WHY THERE IS NO G.O.O. IN OHIO

By Mike Substelny

When the DOA dropped its local chapter program, all of the existing chapters had to figure out what to do. Like many of the others, Chapter 23 had members, activities, a mailing list, and even a treasury. Bob and Gail Trunick did almost all of the work to keep Chapter 23 going for the last few years. Thanks to Bob and Gail, the Chapter already had almost everything it would take to become a local club.

One big thing that we lacked was a name. The Association would not want us to use the name "Chapter 23 of the DeLorean Owners Association" anymore. It would be inaccurate, and it would annoy people. Imagine the confusion if the new country Estonia had decided to call itself "Estonia of The Soviet Union."

My fiancee (now wife) Patti and I sat down with a bottle of White Zinfandel to brainstorm ideas for a club name. I would shout out my thoughts and she would write down the good ones.

Mike: "How about, The Chapter Formerly Known as Twenty Three?"

Patti: "Great. Instead of spelling it out you can just write a little Chinese Character with gullwing doors?"

Mike: "Okay, let's call ourselves, Gullwings Over Ohio. That's descriptive and it sounds poetic."

Patti: "Do you realize that the acronym is G.O.O.? All the other clubs would laugh at us."

Mike: "Oh. I guess that would be bad."

Patti: "How about, DeLorean Motorists Coalition? It has the same initials as the car: DMC."

Mike: "No good. Two other local clubs and a few businesses already use DMC names. It would confuse everyone, including me." I poured another glass of wine.

Mike: "You know, of all the clubs and businesses, the DeLorean Owners Association has the best name. DOA is a witty, funny play on words. Let's come up with a good set of letters, then work backwards."

Patti: "Well, we can use the words, Ohio … DeLorean … Gulling … and here's a good one: Stainless Steel."

Mike: "Perfect! We'll come up with a word that ends in SS. How about F.E.A.R.L.E.S.S.?"

Patti: "Too macho."

Mike: "T.I.M.E.L.E.S.S."

Patti: "For the DeLorean? Too cliche."

Mike: "D.A.U.N.T.L.E.S.S."

Patti: "Yuck. Too long."

Mike: "H.A.P.L.E.S.S."

Patti: "Too stupid."

Mike: "Alright, then let's use the other letters, O, G and D. DeLorean Ohio Gullwing Club. We could be the D.O.G. club."

Patti: "I won't even dignify that. You'd better choose some other letters."

Mike: "Dedicated Organization of DeLorean Owners - the D.O.D.O. club."

Patti: "Too weird."

Mike: "Gullwing Ostentation Lives Forever — the G.O.L.F. club."

Patti: "Oh yeah, that's not a bit confusing."

Mike: "Northern Ohio Regular Users of Stainless Transportation — the N.O.R.U.S.T club."

Patti: "The people in Southern Ohio would just love that one."

Mike: "I've got it! Silver Cars Of Obvious Beauty, Your DeLoreans Of Ohio! It spells S.C.O.O.B.Y. D.O.O.!" At this point Patti shook her head and put the notebook away. "Let's give the group a chance to suggest a name," she said.

A few days later, a bunch of us got together for a meeting and car show in Brunswick, Ohio. I read off some of my brilliant suggestions. The group was not amused. There was an overwhelming preference for the name "DeLorean Club of Ohio," and just like that, D.C.O. became our new name.

Thus I can assure you that there is no G.O.O. in Ohio.

A beautiful Saturday in October brought out 15 DeLoreans to the small village of Jefferson, in Northeast Ohio, to participate in the Covered Bridge Festival. The DeLoreans and their lucky passengers got to participate in a parade, a fair, a covered bridge tour, and a get-together at the beautiful Ferranti's Winery.

My wife, Jill, and I planned the event. Unfortunately, due to a scheduling conflict with a large Auction, I knew I could not participate in the parade and tour (I own an Auction Firm, and my presence was critical at this particular Auction). This left Jill to manage the event, much to her dismay!

I assured her that she would have no problems. I was raised in the area and know it very well. The two of us would go out beforehand and take the tour to familiarize her with the territory. Jill agreed, and off we went to check it out. It was very fortunate that we did.

THE TOUR PLANNED BY FESTIVAL ORGANIZERS WAS TO VISIT SEVENTEEN AUTHENTIC COVERED BRIDGES.

Following their route through a maze of rural Ohio countryside, we gradually discovered that most of the covered bridges were on isolated stretches of dirty, dusty roads. We imagined a caravan of fifteen DeLoreans, kicking up a huge cloud of brown dust as they groped their way down the bumpy roads. Obviously nobody wants to put their DeLorean through that!

There was only one day left before the event, and Jill had to work that day. I set out alone to design our own trip route which would give us a good bridge tour without taking our cars off the pavement. I made maps of my new route, wrote specific directions, and drove it myself to assure sufficient parking and good road conditions. After that, Jill was on her own.

The morning of the event, Jill was to meet Mike and Patti Substelny near the freeway at 7:45 AM, but the battery in

OUR COVERED BRIDGE PARADE AND TOUR

(The DCO's first event)

By Wayne Luoma, Social Director, DeLorean Club of Ohio

our DeLorean chose that morning to short out. This was not a good beginning to the day! While Jill ran out to meet Mike and Patti, I went to the local Goodyear Dealer to get a new battery installed. The rendezvous and installation went smoothly and Jill was off, with Mike and Patti in tow, bound for the parade!

THE TWO DELOREANS ARRIVED AT THE PARADE LINEUP BY 9:00.

They found six other DeLoreans already in the school yard, preparing for the parade. By 10:00 all fifteen had assembled, and the parade set out into town. Everyone got excited when they saw those raised doors coming down the road. Along the sidewalk, children cheered, women applauded, and men shouted questions like: "How fast is it?" and "How much is it worth?"

We all do enjoy showing off our vehicles. The parade route ended at the Ashtabula County Fairgrounds where the Festival organizers gave the DeLoreans a prominent area right along the midway. Naturally, a crowd gathered. The sight of all those DeLoreans together was impressive, even to us. When one of our members could tear away from the questions, they each grabbed a bite to eat, viewed the crafts, and listened to some guitar music. At 12:30, everyone regrouped for the Covered Bridge Tour. Jill passed out the maps and explained the route I had selected.

What can I say? The tour was grand!

The convoy of DeLoreans snaked its way toward the outskirts of town. Despite numerous gawking pedestrians, many cross streets, and some tricky intersections, the cars stayed together in a stunning procession. At the first covered bridge, there was a great opportunity for photographs and videos. Several tourists also got shots of our cars by that historic bridge.

THE NEXT LEG OF THE TRIP WENT INTO SOUTHERN ASHTABULA COUNTY, WHERE THE GROUP ENJOYED THE FALL COLORS ALONG THE WAY TO THE NEXT BRIDGE.

A minor wrong turn let everyone savor a little more Fall foliage than I had planned, but everyone faired well. The next stop, at the Windsor Mills covered bridge, was a special treat. To view the bridge, the group parked at an historic pioneer church and museum. Ladies from the historical society, serving donuts and cider for tour groups, were delighted to see the flock of gullwings pull up to their church building. The bridge was very beautiful, and everyone also enjoyed the brief history lesson at the museum.

It was about this time that my auction concluded. I called Jill on her cell phone, and she told me the group had just left the church. This put them a little behind schedule for our dinner reservations, so I advised Jill to skip one of the remaining bridges. This meant the next covered bridge was a real treat. Situated at the entrance to a park, all the DeLoreans got to drive through it twice.

BY THE TIME THEY LEFT THE LAST BRIDGE, THE TOUR WAS RUNNING RIGHT ON SCHEDULE.

I met them at Ferranti's Winery, where the tour ended and a pleasant evening at a splendid winery began. We all enjoyed a fine dinner together, with that rare camaraderie that can only be felt between DeLorean owners. We talked about all the fun we had with our DeLoreans and planned some future adventures for the group. Then we said our good-byes and went our separate ways.

As we headed for home, we all began looking forward to the next time.

Have you ever seen such a happy group of car enthusiasts? I wonder if Lamborghini owners have this much fun...

photo by Patti Substelny

A Weekend on the Sunshine Coast of British Columbia, Canada

Story and photos by Bruce Lasuta

DeLorean Getaways

There's only one thing better than getting away for a weekend, and that's getting away for a weekend in your DeLorean. You're the center of attention when you pull up to that resort, and getting there is half the fun.

If there is a great getaway that you particularly like, write an article about it for other members to enjoy. We would appreciate articles about unique, yet DeLorean-accessible destinations. (Make sure you include photos of your DeLorean at points of interest.)

If we choose your article, we'll send you **$100.00** to put towards your next getaway.

This is where it all begins. Scheduled daily runs by the M.V. "Queen of Cowichan" maintain the link between the Sunshine Coast and Vancouver.

I think it was Tuesday when the idea struck me, "I need a break".

The weather, even for the Sunshine Coast, had been unseasonably warm and sunny — thanks in no small part to El Nino. So I reasoned "why not dust off the ol' DeLorean and escape for the weekend?" But to where? Across the border in the U.S.A. the Canadian dollar wouldn't go very far, so I figured why not stay on my home turf. It's amazing just how complacent one becomes in regards to our own backyard. The same attractions that originally enticed me to the area so many years ago – towering forested mountains, clean water, fresh air, friendly people – were all still here. It was high time I got in touch again with my home town, instead of work, work, work!! So, Thursday afternoon I gave my secretary instructions, packed an overnight bag and camera, checked the tires and gassed up the DeLorean. Friday morning, greeted me with a glorious clear sky and I'm off.

For those of you coming from Vancouver, a leisurely 40 minute ferry boat trip departs Horseshoe Bay, West Vancouver, and unloads its passengers/vehicles in Langdale. Leaving the urban sprawl behind, here on the Sunshine Coast, the pace slows and those driven to provide a life-style based on quantity soon experience and appreciate the quality life-style that the region is famous for.

AHHH, THE SUNSHINE COAST.

A short drive takes us north to the community of Gibsons, home of the long running CBC television series "The Beachcombers". No visit here would be complete without dining at Molly's Reach. After a satisfying seafood lunch, a slow-paced stroll around the sea wall of Gibsons' Harbour and an exploration of the many craft and boutique shops in Gibsons Landing, seemed the appropriate exercise. As the commercial fishing season was now over, the harbour was a maze of fishing vessels along with numerous pleasure crafts - many of which are annually moored in the yacht club by their Vancouver based owners.

The twisting route of Gower Point Road affords one many pull offs for photo opportunities.

Settling back into the ol' "D" we pushed on, choosing the twisting waterfront route of Gower Point Road to continue our journey. This is the type of driving the DeLorean thrives on. Spirited motoring on a bright and sunny day, it just doesn't get much better than this!

THE SUNLIT OCEAN VIEWS, FRAMED BY THE HARDY ARBUTUS AND FIR TREES, LINING THE ROAD BECKONED ME OFTEN TO PULL OVER AND DRINK IN THE SIGHTS OF THIS BEAUTIFUL AND RUGGED DRIVE.

Eventually we arrived at the Bonnniebrook Lodge B&B. This inn is an old restored home exuding the charm of days gone by. With a first class restaurant, Chez Phillipe downstairs, featuring French cuisine (with a west coast flair), dinner was a much anticipated affair. We chose for our accommodations the "Yellow Room", one of four delightfully appointed European theme guest rooms upstairs. Featuring a canopy bed, comfortable love seat and chair, shelves of reading books covering all sorts of enticing subjects, two thick terry towel bath robes thoughtfully hung on the back of the door...oh yes, I was ready to sit down and just plain relax.

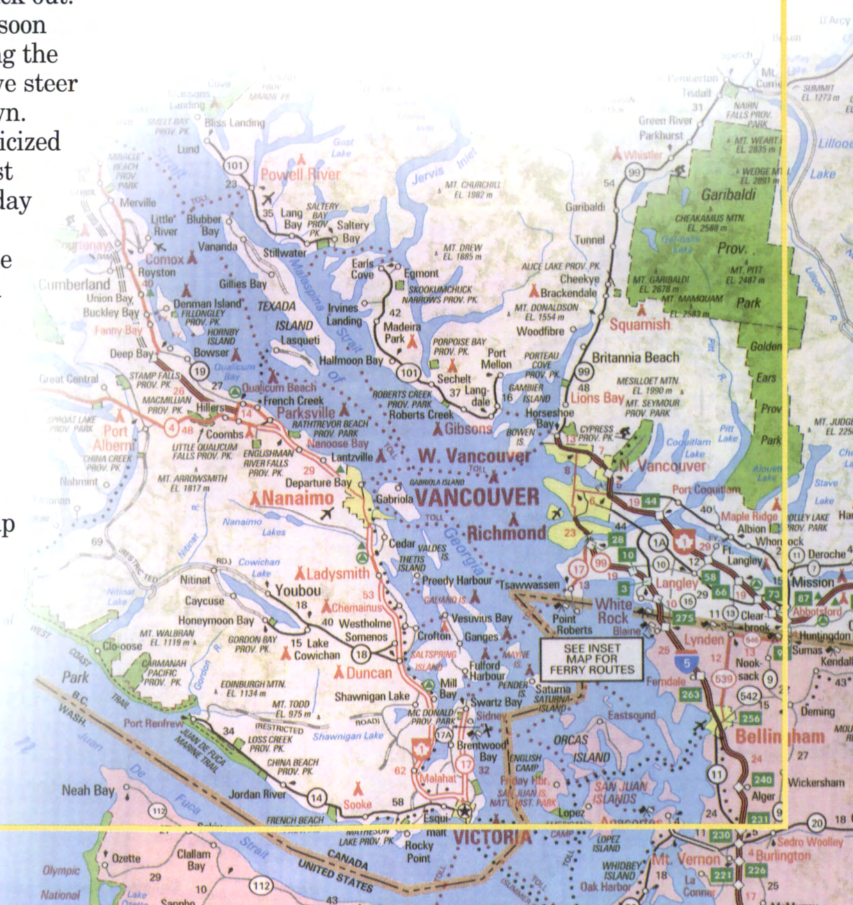
No way. "How can you just sit here and waste a day like this?" I'm asked. Looking out the wood framed window at the shimmering waters below, I take my camera and obediently head back out. The wind whipped, white frothed waters soon have me perked back up and after walking the deserted beach of nearby Chaster Park, we steer further north to Sechelt, my favourite town.

The name "Sechelt" is actually an anglicized version of the name derived from the coast Salish tribe whose ancestors in their heyday occupied much of the Sunshine Coast. Scientific estimations suggest these people had up to 80 villages throughout the area with a total population as high as 8,000. Herbert Whitaker was the coast's first tycoon and its first bankrupt tycoon, as well, after a feverish period of developing and subdividing in the late 1890's. Loosing it to the bank in 1924, the Union Steamship Company picked up all his holdings (cheap too!) and continued to promote the area as a destination resort village.

TODAY THAT HISTORY IS REMEMBERED BY FEW.

Instead the relaxing pace of rural coast living and the close physical proximity to Vancouver has created a bedroom community luring the "urban weary" from the hustle and bustle of the nearby Lower Mainland. Evidence of this trend can be seen on the early 6:20 a.m. ferry departing Langdale for Vancouver with its throngs of suited professionals sporting cell phones and lap top computers making this daily commute.

After parking in front of the Driftwood Inn, we stroll the boulevard along the beach and marvel again at the clear skies and vacant beaches. Though grateful for the sunshine, the windy ocean spray soon chills us and we retreat to the Pebbles Restaurant nearby for hot drinks and soup to coax feeling back into our frozen extremities. After fielding the questions of a small crowd of people in the parking lot about the DeLorean and its history we turn about and head south, stopping along the way at the Gnome Gallery in Davis Bay. Here local artisan Terry Chapman, using such mediums as wood, stone, ivory and bone has created a wide array of sculptures that have found their way to collectors throughout Canada, the U.S.A., Europe, New Zealand and Australia. After a blistering "discussion" on Provincial Politics in which Terry made his views very clear (hint: don't get him started!!), we motored off back to Gibsons.



ARRIVING AGAIN AT THE BONNIEBROOK LODGE, I FRESHEN UP WITH A SHOWER AND FRESH CHANGE OF CLOTHES THEN HEAD DOWNSTAIRS TO CHEZ PHILLIPE.

Phillipe and Karen Lacoste are true masters in the art of cuisine. His European upbringing and years of employment as head chef at the Westin Bayshore in Vancouver have served Phillipe well. Escaping the city life, the Lacostes, charmed by the local beauty of the coast, decided to make this area their home and, after a total refurbishing of the restaurant and lodge, opened the doors. A five course meal, meticulously prepared by these hosts in this magical place cannot be done justice by mere words. Totally satisfied, we enjoy one last stroll on the beach. Bundled up against the evening chill, we watch the sun set over Vancouver Island in the distance. A perfect end to a perfect day.

Lori Chapman of the Gnome Gallery in Davis Bay.

RESTAURANT

Bonniebrook Lodge & Chez Phillipe Restaurant.

Molly's Reach
welcome back!

"Molly's Reach" in Lower Gibsons from the famed TV series "The Beachcombers".

Awaking, totally refreshed (seaside locations have that effect on me), we enjoy a "light" breakfast of sectioned grapefruit, fresh baked muffins with preserves and coffee. Bidding good-bye, we promise ourselves to return soon. Once again heading north, we retrace yesterday's route and pushing on further, we stop in at Sargeants Bay Marine Park to watch the eagles floating on the wind currents above. The waters are calm today and after skipping a few stones and exploring the shoreline, we drive on to Egmont.

Putting on comfortable hiking shoes, we're off down the trail for a 45 minute hike in to witness the tide change through the narrow opening of land that connects Sechelt Inlet to Jervis Inlet. Known as the "Skookumchuk" Narrows (Skookumchuk translates to "strong waters"), the fierceness of the tide change is a sobering lesson to the vast power of nature especially when one spots a large log with tons of buoyancy get sucked under in the boiling froth only to resurface again hundreds of yards away by being tossed into the air and landing with a mighty crash.

The best viewing times are during a very high tide to a very low tide change (or the other direction) and are published in the local papers. The actual noise of these raging waters is heard long before they come into view on the trail and it sounds much like the rumble of a freight train. Commercial and pleasure craft alike patiently wait for the lull that occurs for only about 30-40 minutes twice a day before attempting to pass through these narrows.

STANDING AT THE WATER'S EDGE, ONE CAN SEE IN THE DISTANCE THE TWO SMALL ISLANDS USED AS SACRED BURIAL GROUNDS BY THE SALISH TRIBES MANY GENERATIONS AGO.

The practice was to place the bodies in wooden boxes and secure them high up in the trees, far away from predators. For those coming by boat or chartering one of the many vessels available, you can still spot native pictographs throughout the Inlets on the shoreline rock faces.

Sweating off our ill-gained calories, we return to our vehicle, and while trying to look casual about it, boy am I beat! On the walk back from the narrows we discussed tonight's accommodation choices and came to the conclusion it's a toss-up between the "Four Winds B&B" (a waterfront home in West Sechelt with a registered massage therapist - "my" choice) or the Driftwood Inn (a seaside motel in the heart of Sechelt with beachfront rooms right on the boulevard).

We stop at the Garden Bay Pub for a cold one and discuss our room choices. A call to the Four Winds confirms that they are fully booked so the Driftwood it is! Dave Crosby, the manager, greets us at the front desk and signs us into a truly delightful room. Collapsing on the bed,

I make myself a half-hearted promise to get into better physical shape this year. But with some lively encouragement, I'm back off again strolling throughout the many shops/stores/parks in downtown Sechelt. This area is definitely best experienced on foot. Purchasing a framed print by local artist Cindy Rudolf, I struggle back to our room valiantly trying not to let on just how stiff my loudly protesting leg muscles really are now. (Mental note: I've got to do more walking too, this year.)

EVENING FINDS US SEATED AT A WINDOW FRONT TABLE WATCHING ANOTHER CLEAR EVENING SUNSET WHILE TRYING TO ORDER "HEALTHY" NOW.

Proud of myself, I have a delicious grilled seafood dish but shamefully I give into dessert. Ganauche no less! The guilt soon passes though and after taking in a show at the local Raven's Cry Theatre (and struggling to keep awake through it), I gratefully crawl into bed back at the motel, and it doesn't take long before the cobwebs fill my head.

Sunday arrives with clouds and showers but that's all right - the previous two days were great. There's a certain smugness one has when home is only minutes away. Pulling back in our drive after such a marvelous weekend, we both agree that the Sunshine Coast is a wonderful place to call home. Reacquainting myself to the neighbourhood sure got my perspective back - tomorrow is Monday but the thought of the office doesn't seem so dull now, just another week in paradise!

Note: Bruce Lasuta, was born and raised in Vancouver but fled the city in the 1980's to take up the good life on the Sunshine Coast. Selling Real Estate and "puttering" on an ever-changing group of collector vehicles occupies his days now.

- *Bonniebrook Lodge 604-886-2887 Fax 604-886-8853*
- *Chez Phillipe Restaurant 604-886-2188*
- *The Driftwood Inn 604-885-5811 Fax 604-885-5836*
- *Gibsons Chamber of Commerce 604-886-2325*
- *Sechelt Chamber of Commerce 604-885-0662, Fax 604-885-0691*

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THAI MEMBER FEATURED IN AUTO MAGAZINE

Association member, Pravut Kanchanawat, was featured, along with his DeLorean, in Thailand's popular "Auto Magazine".

Mr. Kanchanawat entered his car in Bangkok's 21st Castrol Vintage Car Concourse. He reports, "My DeLorean was the only one in the show. A lot of people wondered what it was.

ST. PATRICK'S DAY PARADE

By Hank and Mimi Breer, Southern California DeLorean Owners Club

One day a year, we all share a common trait with our cars. On St. Patrick's Day, everyone is Irish. What is more appropriate for an Irish car than to be in an Irish Parade?

Many cities, both large and small, have parades for St. Patrick's Day, Memorial Day, the 4th of July, etc. Usually, just a quick call to the parade's organizing group will garner an invitation to participate. If you have never been in a parade, you don't know what you are missing. In Southern California, it is usually a simple matter to locate a half dozen or so DeLoreans that would like to join you, but the parade's organizers and the crowd appreciate even a single car.

This year, we joined Pasadena, California in their 7th annual St. Patrick's day parade.

It was very short, following Green Street for a few blocks and then heading off for an Irish Festival in the park. Other groups that participated were: representatives of any bar in town with an even remotely Irish name; a walking group (Clan MacColin) dressed as ancient Celts; Bagpipers; a marching group of police with Irish surnames; and a group of young girls from the Cleary School of Irish Dance. Perhaps one of the strangest was a group of Dalmatians with added green spots. Their handlers also dressed in white, with green and black spots to match.

Not an earth-shaking event, but the parade and our cars made the evening news on ABC, NBC, and CBS. It was not bad for the cost of a couple of rolls of green and white crepe paper, some tape, and a couple of other Irish doodads.

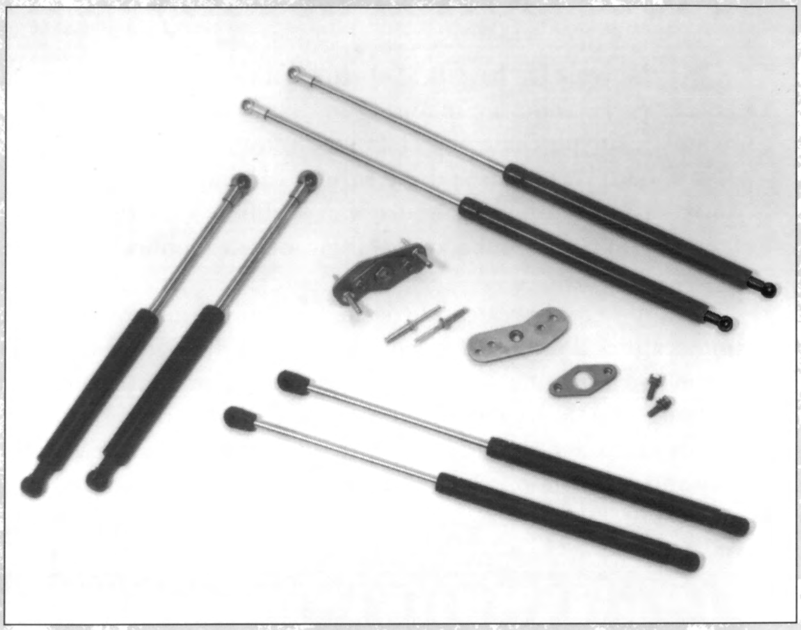
No More Bumps On The Head

Our door and hood lift pistons are custom made for us and more closely resemble the originals in function and appearance than any other supplier. They use specially selected gas pressures, piston rod lengths, and even the finish on the ball studs. All of our lift supports have self cleaning pistons with oring seals and teflon backup rings. They also feature exclusive triple-lobe rubber seals riding on chromium plated hardened steel piston rods for better gas and oil retention. Our manufacturer claims a design life of over half a million cycles in continuous use... two and a half times longer than competitive lift pistons.

Some companies try to compensate for their single lip seals which are prone to leaking by using a higher gas charge. This places added stress on the lower mounting body ball stud, makes the door gain speed as it opens, and requires more frequent torsion bar adjustments.

If you don't agree that our pistons are the best available, regardless of price, you can return them for a full refund.

100592G	**Door Lift Piston** $59.00 ea	$110.00 pair
105063G	**Hood Lift Piston**	$96.00 pair
108209G	**Sunshade Lift Piston**	$60.00 pair
1GLPKIT	**Lift Piston Set (6)** (A Pair of Each)	**$239.00**
108563G	**Heavy Duty Lower Door Lift Support Brackets** (pair) . . . . Some of these brackets are bending from overcharged pistons or heavy use. These new brackets double the surface area and number of fasteners used to spread the load over a larger area.	$48.00



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Volume 2 DMC Number 2

Search for and Order Parts and Accessories at Any Time, from Any Place!

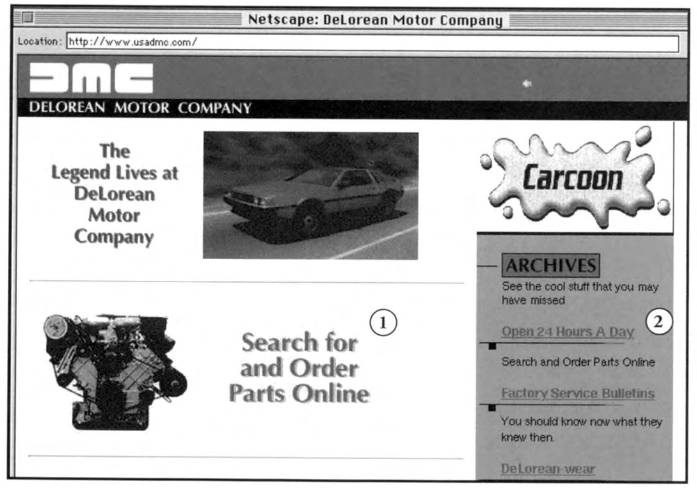
Over the years we have fielded tens of thousands of phone calls from individuals seeking pricing information on various DeLorean parts. Some are inquiring so that they may plan a project or restoration, others are determining their costs as they contemplate the purchase of a DeLorean automobile. Still others are merely comparison shopping.

Now, both customers and the curious can inquire as to parts pricing any time, day or night, from anywhere in the world. If you're changing a fuel accumulator at 11:00pm in Virginia and want to order new pickup hoses, or if you're contemplating new carpets in Saudi Arabia on Saturday, our new online store – **http://www.usadmc.com** – can accept your order or simply advise you of prices.

In addition to the searchable database of our entire new old stock (NOS) and original equipment (OEM) parts inventory, our website features downloadable reproductions of the factory service bulletins, our Inspection Checklist, photos of our facilities in Houston and Columbus – you can even sign up for our private, internet-only newsletter. What are you waiting for?

Though we do have the largest DeLorean parts inventory in the world, we still offer repair/restoration services, including fiberglass and stainless body repair. In addition, we have a varied selection of pre-owned DeLoreans for sale at our Houston facility and offer pre-purchase inspections at our site or yours. Inquire for further details.

SEARCHING for parts and accessories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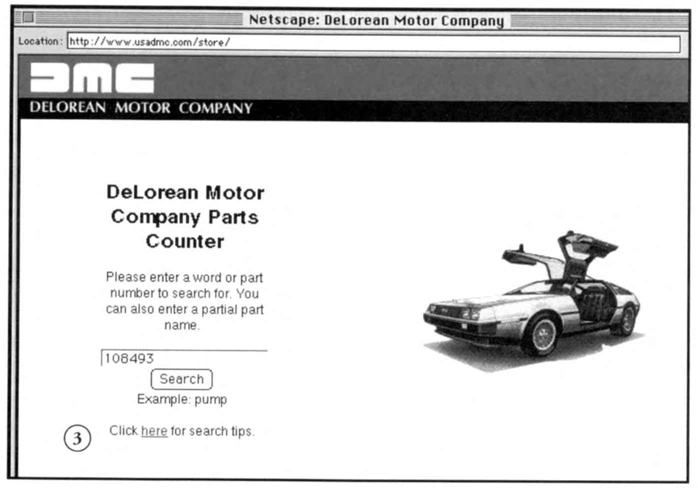
Remember to bookmark our site, because you'll want to come back and see the many other things available here!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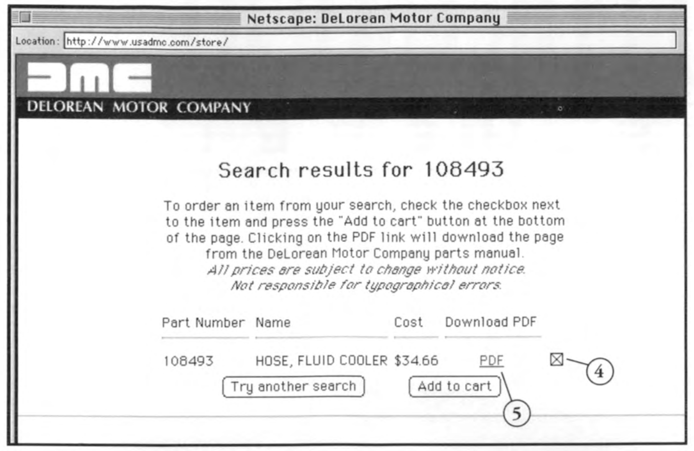
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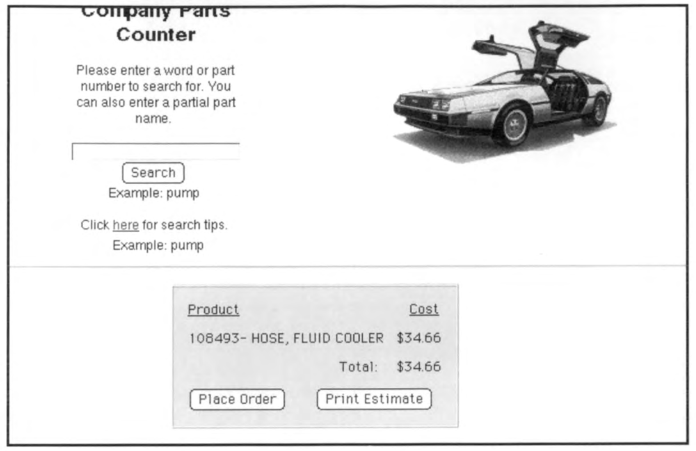
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Product	Cost
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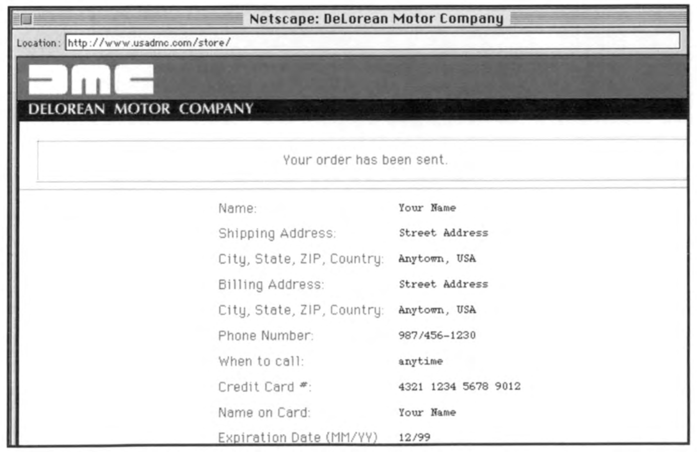
Total:	$34.66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This was a quick overview of the online parts lookup and ordering system at our website. Depending on your hardware/software configuration, the appearance may be slightly different. We're also constantly updating and revising our website to better serve your needs and interests, so check back often.

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You can also click on the PDF link (#5) which will download the page from the factory parts manual that illustrates this part. You need to have a PDF viewer, like the free Adobe Acrobat Reader (***http://www.adobe.com***), to view/print this file.

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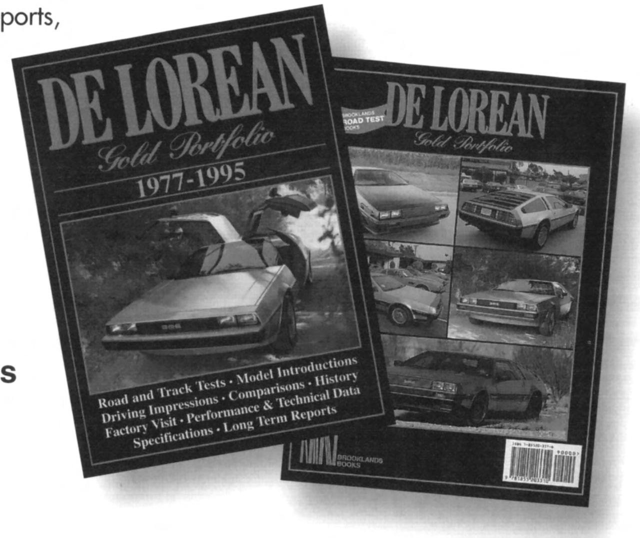
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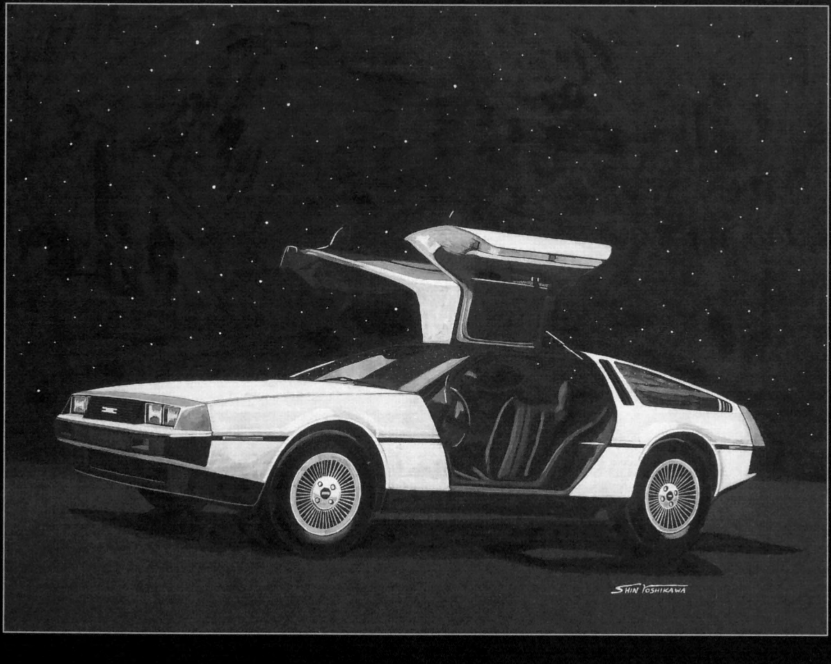
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30 inches wide – 24 inches high

Twenty five dollars or fifty dollars for one of a hundred numbered and signed by the artist Shin Yoshikawa.

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LOCKZILLA... The saga continues

Several years ago we introduced an improved line of DeLorean parts that we dubbed "Zilla" electronics. Lockzilla was the first in our Zilla line and has proven to be ultra reliable. To date we haven't experienced a single failure. The original DeLorean door lock module has design flaws that often damage the solenoids that work the power locks.

A faulty door lock module can:

- Temporarily **lock you in** your DeLorean.
- **Drain your battery** after you park and lock.
- Overheat and **damage your solenoids**.

Lockzilla incorporates 90's technology in an all new module specifically designed to eliminate these problems and protect your solenoids. If your solenoids are already damaged we offer stronger reconditioned units that we affectionately call (somewhat tongue in cheek) "Zillanoids"! They are a special kind of "noid" that feature beefier internals and a few other tricks that make them better than new. Combine a pair of these with our Lockzilla module and door lock problems will be a thing of the past.

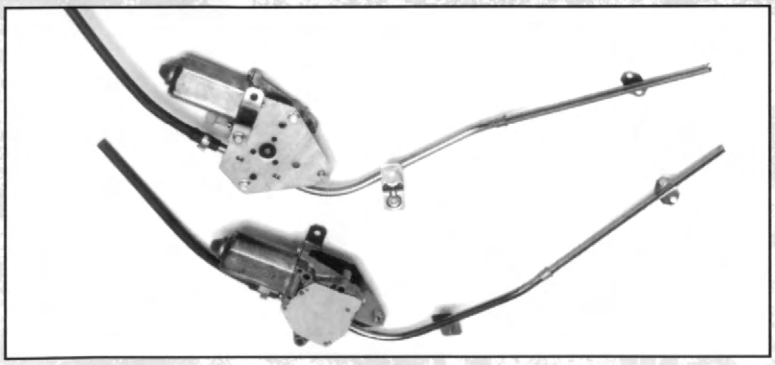
Installation Update!

Because the original door module's plug in connector and terminals are not currently available we previously required a core return to transfer the wire harness from the old module. To avoid this delay we now offer Lockzilla's prewired to quickly crimp to your original harness connector. All you need are a pair of wire strippers and a crimper. Installation takes about 20 minutes. Directions are included. If you prefer to return your core before ordering we can usually supply (stock is limited) a module with the complete factory harness for an extra $25.00. Note: Photograph shows module with complete factory harness.

110421G	**Lockzilla Door Control Module**	**$198.00**
100860R	***R/H Recond. Door Solenoid**	**$110.00**
100861R	***L/H Recond. Door Solenoid**	**$110.00**
111421G	***Lockzilla Kit. Module with solenoids**	**$389.00**
	(five year warranty with complete kit only)	

* Add a $25.00 core charge per solenoid that is refundable upon return.

Heavy Duty Window Regulators



The original DeLorean power window regulators have at least five weak aspects in the design. This has caused a high failure rate of items such as the regulator tube, elbow, cable, gears and even motor. These new style window regulators (includes motor) are much stronger in all of these areas and are the best long term solution to your window motor troubles.

110069G	**Window regulator Set (Pair)**	**$495.00**
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Please send all DeLorean World articles and photographs directly to the editor:

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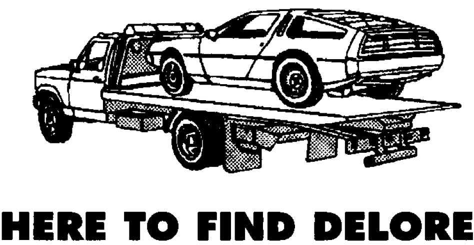

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Brian Henson
Orangeburg, SC

DeLoreanWorld

DeLorean World, Volume 15, Number 2; Summer 1998

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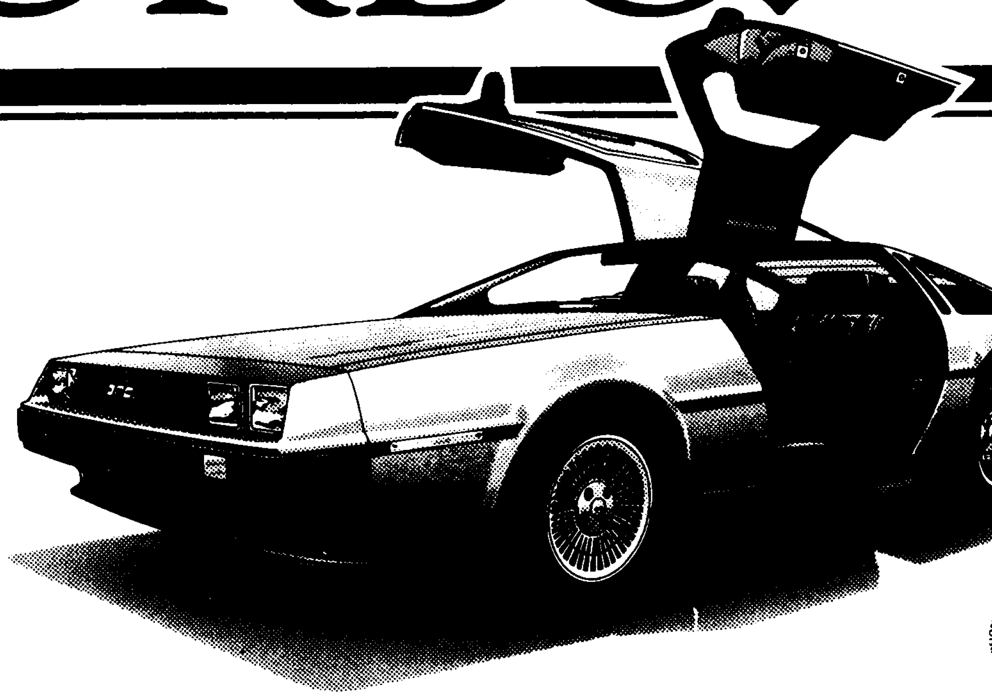

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